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## MEMORANDUM

**RECEIVED**  
BUREAU OF ENVIRONMENT

JUN 29 1999

N. H. DEPARTMENT OF  
TRANSPORTATION

**TO:** File  
**FROM:** Jameson Paine *JPP*  
**DATE:** June 16, 1999  
**RE:** Towns of Derry & Londonderry  
Exit 4A  
CLD Reference No. 97-209

*DERRY - LONDONDERRY  
13065*

**SUBJECT:** Natural Resource Meeting at NHDOT

### **ATTENDEES:**

Frank DelGuidice	ACOE	Mark Hemmerlein	NHDOT
Rich Roach	ACOE	Ron Crickard	NHDOT
Harry Kinter	FHWA	Bill Ingham	NHF&G
Charlie Hood	NHDOT	Lori Sommer	NHWB
Bill Hauser	NHDOT	Bill Neidermeyer	USFWS
Marc Laurin	NHDOT	Bill Grace	CLD
Jeff Brillhart	NHDOT	Jamie Paine	CLD

On the above date, Bill Grace presented an update of the Exit 4A project which involves an EIS study to evaluate improvements to NH Route 102 and the potential to construct a new interchange on Interstate 93, between the Towns of Derry and Londonderry. He started with a brief overview of the area to re-familiarize the attendees with the project and then discussed the status of the constraints maps and alignment alternatives that have been developed.

### **CONSTRAINTS MAPS**

To date, CLD has developed constraints maps that identify the following resources: wetland resources, prime wetlands, water resources, 100-year floodplains, hazardous materials, farmlands, steep slopes, municipal zoning, existing land use, and tax maps. **CLD will also be preparing maps for historical, archaeological, wildlife, and 4(f) resources.**

### **ALIGNMENT ALTERNATIVES**

An acetate overlay indicating the location of alternative alignments for a potential interchange and associated approach roads was presented. These alignments were developed in meetings with the Citizens Advisory Task Force (CATF) and Technical Advisory Committee (TAC) that were established for this project. After reviewing the alternatives, the wetland and prime wetland overlays were displayed to show the relative degree the various alternatives would impact these sensitive resources.

It was noted that **the easternmost segment of an alignment in the northeast quadrant of the project area, near NH Route 102 and Beaver Lake, would need to be slightly shifted to avoid impacting prime wetlands.**

## **PUBLIC PARTICIPATION**

Rich Roach asked when this project would be brought to the public for input. Mr. Grace replied that **the project would be presented at a televised CATF meeting on June 24<sup>th</sup>.** Mr. Roach asked whether a public informational meeting has been planned. Mr. Grace stated that **although public informational meetings had not been scheduled at this time, they would be planned for in the future as the project progressed and the number of alternatives was reduced.**

## **PROJECT INTENT**

Bill Ingham asked whether the intent of the project is to get traffic away from Exit 4. In response, it was stated that one of the primary purposes is to relieve traffic congestion along NH Route 102 in Derry. The formal purpose and need statement defines this issue clearly.

## **POWERLINES/4(f)/6(f)**

Harry Kinter asked if the utility right-of-way (ROW) is 300 feet wide. Mr. Grace stated that he was not sure of the width.

NOTE: After the meeting, CLD reviewed the tax map data and it was determined that the utility ROW is approximately 300-600 feet wide west of NH Route 28, in the vicinity of the two power lines. However, based on the tax map layout, the power company only holds easements to the east of NH Route 28. **This issue will be researched further.**

Mr. Kinter then asked whether any of the constraints maps show the location of 6(f) and 4(f) properties. Mr. Grace replied that the 6(f) properties were identified on the Existing Land Use map, but the 4(f) properties have not yet been identified. **It was suggested that an additional constraint map showing all of the Section 4(f) properties be developed. This will be done in the near future.**

Rich Roach asked whether consideration was given to placing the alignment within the existing powerline corridor. Mr. Grace responded that that alignment was considered; however, after discussions with power company officials, it was determined that the existing powerlines could not be buried due to the amount of electricity that they transfer. If an alignment was to be placed in the powerline corridor, then a new corridor would have to be developed for the displaced powerlines.

Lori Sommer asked whether the proposed roadway and existing powerlines could share the same corridor. Mr. Grace stated that he was not aware of any projects in New Hampshire that had managed to accomplish that task. Ms. Sommer asked whether the powerlines could overhang the roadway. Jeff Brillhart replied that he was aware of a few such projects outside of New Hampshire. However, any relocation of powerlines would be costly. Also, several residential neighborhoods abut the powerline corridor.

## STONEHENGE ROAD ALTERNATIVE

Bill Ingham asked whether an interchange had been considered near Stonehenge Road. He thought that a western alignment might be able to traverse down Stonehenge Road, minimizing impacts to natural resources. Mr. Grace responded that Stonehenge Road is residential in nature and that residential displacements would be severe. Mr. Grace also pointed out that current design standards suggest a minimal distance of one mile between interchanges (Stonehenge Road is approximately one mile south of Exit 5).

## MACRO-SCALE MATRIX

The framework of the macro-scale matrix that has been developed to determine the severity of impacts associated with each alignment alternative was presented. Mr. Grace asked if a column stating whether the project meets the proposed purpose and need should be added to the matrix. Rich Roach stated that he assumed all alternatives would meet the purpose and need, otherwise they wouldn't be selected. **CLD expects to have the matrix completed by the end of July, or early August.**

Mr. Ingham asked what would be done to identify important wildlife areas. Mr. Grace stated that offsets would be established from developed areas and placed onto a constraints map. There are also obvious important wildlife areas that would be delineated, such as sections of the Beaver Brook ecosystem.

## UPCOMING EVENTS/TASKS

The next steps will include a **CATF meeting to be held on June 24<sup>th</sup>** to discuss alternatives and constraints maps. **A small working committee of Town, NHDOT, and CLD representatives will meet on July 6<sup>th</sup>** to finalize the constraints maps. After that, **the macro-scale analysis of resource impacts by each alternative will be developed in the form of a matrix and a series of meetings will be held to determine which alternatives are carried forward for more detailed study.**

Charlie Hood asked whether a package of the information presented could be put together for the agencies that could not make this meeting (EPA and NHDHR). **CLD agreed to forward the information.**

JRP:cww

cc: George Sioras Derry Planning Dept.  
Troy Brown Town of Londonderry  
✓ Charlie Hood NHDOT  
Jeff Brillhart NHDOT  
Tom Myers FHWA  
Mark Kern EPA  
Nancy Dutton NHDHR